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MINUTES

MPO Transportation Technical Advisory Committee Special Meeting
Morgantown Airport Terminal Building 1st Floor
Morgantown Monongalia MPO Conference Room
May 19, 2015
3 PM

Members Present
Damien Davis-City of Morgantown, Ron Justice-WVU, Clement Solomon-WVU, Richard Wood-Monongalia County, Bill Austin-MMMPO, Elwood Penn-WV DOH, Kevin Sullivan-WV DOH, Fouad Shoukry-WV DOH. David Beiter-WVDOH, Jessica Seese-City of Morgantown, David Bruffy-Mountain Line

Others Present
Jing Zhang-MMMPO

Call to Order
Bill Austin Called the meeting to order at 3 PM

Approval of the Minutes
This being a special meeting there were no Minutes to be approved.

Beechurst Avenue Resurfacing Project Reconfiguration of Striping
Mr. Austin noted that this is a special meeting to discuss the potential reconfiguration of the striping on Beechurst Avenue as part of the paving project to occur this summer. He introduced Mr. Zhang to discuss the results of a traffic operations model prepared by MPO Staff to inform meeting participants on the impact of the potential reconfiguration.

Mr. Zhang introduced the project and noted that the two primary scenarios examined were the existing conditions in the morning (AM) and afternoon (PM) peak periods (Scenario's AM-E1 and PM-E1) and the restriping of Beechurst with the center turn lane restriped to be an additional south bound lane (Scenario's AM-A1-1 and PM-A1-1).

Both scenarios use turning movement counts taken at the intersection of Beechurst and Campus Drive for the University Avenue Complete Streets Study in April. The traffic volumes used were from machine counts taken at the same time. MPO Staff assumed that the University's parking lots would fill or empty in one hour to determine the driveway volumes. Clement Solomon confirmed that the parking lots actually fill more slowly than that so the MPO's scenario actually overestimates the amount of traffic entering and exiting the parking lots during a one hour period. The scenario also estimates that there is traffic leaving and entering the parking lots is evenly split between making right or left turn to enter or exit the parking lots. We believe this actually overestimates the number of vehicles making left turns into or out of the parking lots. This is important because left turn movements cause the most congestion in the parking lots and on Beechurst. The model also placed all traffic from the parking lots at one entrance rather than at the two entrances to the parking lots. This assumption could also lead to the overestimation of the amount of congestion in the parking lots and on Beechurst from the reconfiguration of the striping.

Mr. Zhang and Mr. Austin summarized that as shown on the attached summaries, even with these assumptions the model shows that, with the exception of one movement, the left turn movement out of the University's parking lots in the morning, there is minimal additional congestion in the University's parking lots or on Beechurst as a result of the proposed reconfiguration. It was noted that the left turn movement out of the parking lots in the morning is one of the lowest volume movements of the day. The model also showed a significant improvement in the amount of delay for vehicles making a right turn out of the University's parking lots under the new configuration (delay for the right turn movement drops from 27 seconds exiting the parking lots to 14 seconds). This is a high volume movement.

After the MPO Staff's presentation there was a general discussion of the findings. It was the consensus of everyone present that the reconfiguration of the existing center turn lane to become a south bound lane would be in the best interest of the community. Mr. Justice noted that the University had not been necessarily opposed to this reconfiguration, but they needed the additional information to inform their decision. It was also noted by all participants that there had never been any possibility of this discussion delaying the Beechurst resurfacing project.